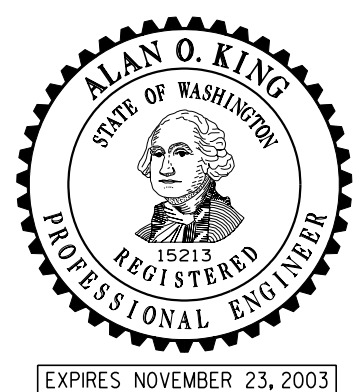


- NOTES
1. NO LEFT TURN SIGNS ARE TO BE USED IF TRAFFIC VOLUMES ARE TOO HIGH OR THERE IS A SIGNAL OPERATING. CLOSE LEFT TURN POCKET IF THERE IS ONE ON THE SIDE STREET.
 2. FLASHING WARNING LIGHTS (TYPE A, MUTCD) SHOULD BE USED TO MARK BARRICADES AT NIGHT.
 3. STEADY BURNING WARNING LIGHTS (TYPE C, MUTCD) SHALL BE USED TO MARK CHANNELIZING DEVICES AT NIGHT.
 4. FOR LONG-TERM PROJECTS, CONFLICTING PAVEMENT MARKINGS NO LONGER APPLICABLE SHALL BE REMOVED OR OBLITERATED. TEMPORARY MARKINGS SHALL BE USED.

MINIMUM TAPER LENGTH = L (feet)									
LANE WIDTH (feet)	Posted Speed (mph)								
	25	30	35	40	45	50	55		
10	105	150	205	270	450	500	550		
11	115	165	225	295	495	550	605		
12	125	180	245	320	540	600	660		

SIGN SPACING = X (feet)		
Rural Roads	45/55 MPH	500'+-
Urban Arterials	35/40 MPH	350'+-
Urban Streets Residential Areas & Business Districts	25/30 MPH	200'+-
All signs are black on orange unless otherwise designated.		

CHANNELIZING DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



- LEGEND
- ▣ SIGN LOCATION-TRIPOD MOUNT
 - ▣ SIGN LOCATION-PORTABLE MOUNT
 - ▣▣▣ TEMPORARY TRAFFIC CONTROL DEVICES
 - /// TYPE 3L BARRICADE
 - ◀◀ SEQUENTIAL ARROW SIGN
 - ~~~~~ OBLITERATED MARKINGS (SEE NOTE 4)
 - ➡ PAINTED TRAFFIC ARROW (OPTIONAL)

HALF ROAD CLOSURE
STANDARD PLAN K-20
 SHEET 1 OF 1 SHEET

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.

APPROVED FOR PUBLICATION
Harold J. Peterfeso 12-20-02
 STATE DESIGN ENGINEER DATE
 Washington State Department of Transportation